

# AGENDA

## Meeting of the San Marcos Traffic Commission

**Meeting Date:** April 06, 2022 | **Meeting Time:** 6:00 PM

**Location:** City Council Chambers, 1 Civic Center Drive, San Marcos CA 92069

Pursuant to Governor Newsom's Executive Order N-29-20 dated March 17, 2020, and Executive Order N 33-20 dated March 19, 2020, issued with respect to the COVID-19 pandemic, this Traffic Commission meeting will require members of the public to maintain social distancing and wear a facial covering at all times while in the Council Chamber.

**Americans with Disabilities Act:** If you need special assistance to participate in this meeting, please contact the City Clerk at (760) 744-1050, ext. 3145. Notification 48 hours in advance will enable the City to make reasonable arrangements to ensure accessibility to this meeting. Assisted listening devices are available for the hearing impaired. Please see the City Clerk if you wish to use this device.

**Public Comment:** Please complete a "Request to Speak" form located at the entrance of the Council Chambers in order to address the Traffic Commission on an agenda item. Comments are limited to three minutes, unless you have registered your organization with the City Clerk. If you wish to speak on an item not on the agenda, you may do so under "Oral Communications." Please complete a "Request to Speak" form as noted above and indicate which item number you wish to address.

**Agendas:** Agenda packets are available for public inspection 72 hours prior to scheduled meetings at the Information Desk counter located on the first floor of City Hall, 1 Civic Center Drive, San Marcos, during normal business hours or online at [www.san-marcos.net](http://www.san-marcos.net).

Agenda-related writings or documents provided to a majority of the Commission after distribution of the agenda packet will be available for public inspection at the time of distribution at the Information Desk counter located on the first floor of City Hall, 1 Civic Center Drive, San Marcos, CA, during normal business hours.

### **1. CALL TO ORDER - 6:00 P.M.**

### **2. PLEDGE OF ALLEGIANCE**

### **3. ROLL CALL**

Anyone wishing to speak to the Commission on any item must first complete a Request to Speak form and turn it in to the secretary

### **4. ORAL COMMUNICATIONS**

Persons wishing to speak on a matter not on the agenda may be heard at this time; however, no action will be taken until placed on a future agenda.

## 5. APPROVAL OF MINUTES

November 03, 2021

## 6. OLD BUSINESS

- a. Rancho Dorado Neighborhood – Residential Speeding Concerns

## 7. NEW BUSINESS

- a. NONE

## 8. REPORTS AND INFORMATION ITEMS

- a. La Sombra Drive City/County Coordination Update
- b. Work Order Updates
- c. San Diego County Sheriff's Department Traffic Collision Summary and Accident Investigation Log
- d. Traffic Commission Commentary
- e. Staff Commentary

## ADJOURNMENT

## AFFIDAVIT OF POSTING

STATE OF CALIFORNIA )  
COUNTY OF SAN DIEGO ) ss.  
CITY OF SAN MARCOS )

I, Gina Jackson, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on April 4, 2022 of this agenda in the glass display case at the north entrance of City Hall.

DATED: April 4, 2022



Gina Jackson,  
Traffic Commission Secretary



# MINUTES

## Regular Meeting of the Traffic Commission

**WEDNESDAY, NOVEMBER 3, 2021**

City Council Chambers

1 Civic Center Drive, San Marcos, CA 92069

### CALL TO ORDER

At 6:00 p.m. Traffic Commission Chair Arturo Rico called the meeting to order.

### PLEDGE OF ALLEGIANCE

Commissioner Hoaglin led the Pledge of Allegiance.

### ROLL CALL

PRESENT:	COMMISSIONERS:	SCHELLENGER, ERICKSON, HOAGLIN, RICO, CARROLL, BRIDGE, KOVRIG
ABSENT:	COMMISSIONERS:	HANSEN

Also present were: Principal Civil Engineer Nicholas Abboud; Traffic Engineer Manas Bista; San Diego Sheriff's Department Sergeant Charles Morreale; Senior Office Specialist Gina Jackson

### ORAL AND WRITTEN COMMUNICATIONS

**Neile Simon, resident of San Marcos:** expressed concerns with the excessive speeding motorists on the 900 block of La Sombra Drive. A traffic study was conducted in 2020 showing that motorists are traveling 9 mph over the 25 mph speed limit. Roadway striping and a 25 mph sign was installed, but has not reduced the speeding. Students from San Marcos High School park on La Sombra Drive, causing dangerous blind spots. Requesting that speed cushions be installed on the 900 block of La Sombra Drive and just beyond the Discovery intersection.

**Keith Lamberth, resident of San Marcos:** Indicated he contacted the City 5 years ago regarding the student parking on La Sombra Drive. The students were and still are keeping the Street Sweeper away and disrupting trash pick-up day by parking on the street, blocking private driveways, and parking away from the curb making the blind spot even more dangerous to the residents when leaving their driveways, as well as from the speeding vehicles.

**Jeff Attig, resident of San Marcos:** expressed his concerns regarding the excessive speeding on La Sombra Drive and the disregard the drivers have for the 25 mph speed limit, and requested that something be done about the speeding.

**Brian Dezember, resident of San Marcos:** expressed his concern for the safety of his family living on La Sombra Drive, people exiting their vehicles parked on the street, vehicles pulling out of their driveway and walking across the street. The speeding is excessive and something needs to be done to make their street safe.

**Sean Simon, resident of San Marcos:** has lived in the neighborhood on La Sombra for a few years and has witnessed many times kids almost getting hit by speeding vehicles when crossing the street going to school or to the park. There is a 40 mph zone then it turns to a 25 mph zone in the neighborhood and drivers don't see the 25 mph sign. Requesting a few speed bumps and pedestrian crosswalks.

### **APPROVAL OF MINUTES**

#### **5. Approval of Minutes, October 6, 2021**

COMMISSIONER KOVRIG MAKES A MOTION TO ACCEPT THE MINUTES AS RECORDED; SECONDED BY COMMISSIONER BRIDGE. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	COMMISSIONERS: ERICKSON, HOAGLIN, RICO, CARROLL, BRIDGE, KOVRIG
NOES:	COMMISSIONERS: NONE
ABSENT:	COMMISSIONERS: HANSEN
ABSTAIN:	COMMISSIONERS: SCHELLENGER

### **OLD BUSINESS**

#### **6. A. None**

### **NEW BUSINESS**

#### **7. A. Pilot project: Speed Reduction Cushions along Fulton Road**

The City receives a sizable number of speeding complaints throughout the City. Engineering staff developed a Speed Cushion Policy and Procedure to guide staff through the evaluation and prioritization of potential candidate sites which include the following steps: (1) Initial Screening; (2) Petitioning; (3) Feasibility Study; (4) Selection

### **RECOMMENDATION**

Engineering staff recommends the following: (1) Require residents to produce a signed petition within 30 days; (2) Approve the selection of Fulton Road for the speed cushions pilot program (in support of a successful petition); (3) Approve installation of speed cushions at the identified locations along the two selected segments of Fulton Road; (4) Approve an evaluation period of 3, 6, or 12 months post installation to quantify the effectiveness of the speed cushions; (5) Approve the preparation of a Before-After study at the conclusion of the evaluation period.

**Nicholas Abboud, Principal Civil Engineer** gave the presentation.

## **PUBLIC COMMENTS**

**Jerry Griswold, resident of San Marcos:** resident lives on Fulton Road and is grateful their street has been chosen for the speed cushion program, but has issues with staff's recommendation regarding the petition to residents. Indicating that the current recommendation for resident feedback will not work and would like to have staff follow what the City of Encinitas did, by contacting the residents living directly on the street and that only 50% of the residents have to approve in order for the speed cushions to be installed.

**Aiden Ely, resident of San Marcos:** resident lives on the corner of Harwich and Fulton Road. Would like to thank staff for their time and effort in the research conducted. Expressed his support of the speed cushions, but has concerns with the required petition needing 100% approval from residents within 100 feet of the speed cushions and 2/3 approval from residents living within 500 feet of cushions. It only takes one person to say no or not respond to halt this entire project. If this applies to all speed cushion installation, then this whole program will be halted in San Marcos. Requested the petition is waived and a survey is sent out to the residents living directly on that street for a realistic rating.

## **CLOSED PUBLIC HEARING**

**Traffic Commission discussion included:** requested clarification why the petition is needed; would not want a speed cushion in front of a home; suggested posting a notice in the neighborhood, meeting or direct mailing with/for the residents who will have a speed cushion installed in front of their home, so that they understand the impacts. Evaluate post installation for residents who have speed cushions installed in front of their homes; if notices are mailed, indicate a contact at the City for residents to speak to and give a time frame to respond; suggested lowering the percentage needed for a petition. Need to develop a procedural guideline moving forward.

**Staff response:** The petition is not a legal requirement, it was more of a comfort level to have the devices accepted by the community. Our main concern is if a speed cushion is placed in front of someone's house, who would oppose it. Our goal is to provide some relief and assistance to people impacted the most, are the ones within hearing range of the cushions. The people in the immediate vicinity should be 100% on board. We can research other jurisdictions if that is what is recommended. This is a pilot program and if there is not 100% approval, we can look at moving the cushions.

### **Action:**

COMMISSIONER HOAGLIN MOVED TO APPROVE STAFF RECOMMENDATIONS FOR A 3 TO 6 MONTH REPORT, WAIVE THE PETITION AND REPLACE WITH A MAILER TO RESIDENTS NOTIFYING THEM OF THE TIME FRAME TO RESPOND TO STAFF REGARDING THE SPEED CUSHIONS INSTALLATION; MOTION SECONDED BY COMMISSIONER KOVRIG.

AYES: COMMISSIONERS: ERICKSON, HOAGLIN, RICO, CARROLL, BRIDGE, KOVRIG  
NOES: COMMISSIONERS: SCHELLENGER

ABSENT: COMMISSIONERS: HANSEN  
ABSTAIN: COMMISSIONERS: NONE

## **REPORTS AND INFORMATION ITEMS**

### **A. Work Order Updates:**

- Installed a "No Outlet" sign at Mission Hills High School, to warn drivers there is no outlet after passing the Hollandia driveway. To support this sign, we also installed a "Dead End" sign past the Hollandia Park driveway. This is to provide ample warning to drivers on the street.
- Installed a "No turn on Red" sign at Twin Oaks Valley Rd. and Cassou Rd. at Twin Oaks Elementary School. Similar to Double Peak School, drivers turning left had difficulty turning into the school.
- Installed a "Stop" sign, marking and limit line on the street on La Sombra and Valencia Avenue.
- Next week on the schedule a speed limit sign will be installed at Frontage Rd. and Twin Oaks Valley Rd. to help reduce the speed there, and relocating the sign and re-striping on Grand Avenue by the In & Out.

### **B. San Diego County Sheriff's Dept. Traffic Collision Summary and Accident Investigation Log:**

DUI/Alcohol Arrests:	Sept (17)	Oct (9)	YTD (131)
DUI Accidents:	Sept (9)	Oct (4)	YTD (70)
Injury:	Sept (12)	Oct (16)	YTD (121)
Non-Injury:	Sept (21)	Oct (27)	YTD (202)
NTA Citations/Hazardous:	Sept (217)	Oct (141)	YTD (1951)
NTA Citations/Non-Hazardous:	Sept (79)	Oct (120)	YTD (1095)

**C. Traffic Commission Commentary:** Asked the sheriff if there are any other patrols in the city for speeding besides Rancho Santa Fe; speeding is horrible on Melrose; inquired if the staff report regarding the issues on La Sombra with the student parking will have anything from the school district; indicated that traffic on Rancho Santa Fe by the high school disrupts traffic turning into Albertsons.

**Sheriff's response:** We try to target the most traveled roadways and address the many complaints received. Resources are distributed to areas with dangerous situations, but we take in account safety for all persons including our personnel. Melrose between San Elijo is a much smaller stretch and curves, which makes it difficult for the sedans and motor units to work in that area.

**D. Staff Commentary:** In the La Sombra area we have done some work last year, and agree that there is a serious speeding problem with how the alignment of the road is. There is a straight shot with no

deflection or stop control. Last year we worked on the south of that. This intersection jurisdiction is not under the full control of the City of San Marcos. The east leg of Discovery is San Marcos jurisdiction, the north leg of Discovery is the County, and the south leg northbound is City while the southbound is the County. We did contact the County to see what they can do in the southbound movement. The east and west have no control. The County painted this location last year. I prepared a diagram that showed a re-alignment we were hoping the County would agree to. My sketch had Discovery Street curve a bit into the southbound mainline and have La Sombra go at a right angle to turn back and continue on the same movement that is a straight shot. Unfortunately, by the time they got my request, they already had a contractor on board to do the work and they did not want to modify the contract. This issue requires both jurisdictions to agree on changes to that intersection alignment. Many areas in the city are multi-jurisdiction. Some are with the City of Vista and the City of Escondido. For areas with a traffic signal, we have a jurisdictional understanding of memorandum agreement between the two cities.

**Commissioner Comments:** Commissioners recommend that staff place the La Sombra speeding issue on a future agenda date for discussion and include recommending contacting the County Board of Supervisor with a proposal of alignment to review. Also contacting SMUSD about the parking problem on La Sombra to see if they have any solutions.

**Staff Response:** We meet with the school district regularly to discuss parking issues with all the schools, to include dropping off and picking up. The city does not have a say in the layout of the school designs, the parking lot designs, or where they build the school. The school district does not need a permit from the city.

## **ADJOURNMENT**

Chairman Rico adjourned the meeting at 8:07 p.m..

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Arturo Rico, CHAIRMAN  
CITY OF SAN MARCOS TRAFFIC COMMISSION

## **ATTEST:**

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GINA JACKSON, SENIOR OFFICE SPECIALIST  
CITY OF SAN MARCOS TRAFFIC COMMISSION

# AGENDA REPORT

## Meeting of the San Marcos Traffic Commission

**MEETING DATE:** April 6, 2022

**AGENDA ITEM NO:** 6A

**SUBMITTED BY:** Peter Kuey, P.E., Principal Civil Engineer

**APPROVED BY:** Isaac Etchamendy, P.E., City Engineer

**SUBJECT:** Rancho Dorado Neighborhood – Residential Speeding Concerns

### **BACKGROUND:**

In 2020 Engineering Staff received traffic safety concerns from San Marcos residents within the Rancho Dorado neighborhood. Residents reported perceived vehicular speeding along several roadways within the Rancho Dorado community. The roadway segments indicated in the complaint were White Sands Drive between San Marcos Boulevard and Sun Valley Road, Coast Avenue between White Sands Drive and Summit Point Way, and Island Drive between Coast Avenue and Rancho Santa Fe Road.

Prior to the 2020 complaints received by the City prior efforts had been undertaken in the community to address complaints of speeding. In 2014 the City installed traffic delineators on White Sands Drive to reduce roadway width to eleven feet (11'). The City immediately received numerous complaints stating that the narrow lane was difficult to navigate and the delineators were not aesthetically pleasing. In 2015 the City removed the delineators and reinstalled them to allow for a thirteen foot (13') wide lane to improve the ability of vehicles to navigate the narrowed lanes. A post installation evaluation of the delineator installation proved to be very successful reducing the 85<sup>th</sup> percentile speed by six (6) miles per hour (MPH). Subsequent complaints from the Home Owner's Association (HOA) board and residents were received regarding the unappealing aesthetic nature of the delineators. The City then removed the delineators and installed striping as a compromise allowing reduced lane width.

In 2020 and 2021 the City began investigating the concerns of speeding along the roadways of concern. City staff engaged with the HOA and resident stakeholders and initiated a study to evaluate if the roadways in question were experiencing speeds sufficiently over the posted speed limit to warrant traffic calming measures. The safety evaluation collected volume data, collision data, field measurements, and observations. The result of the safety evaluation determined that traffic calming countermeasures were warranted in the community. The City coordinated with the HOA and resident stakeholders regarding the recommended countermeasures. The proposed countermeasures were

structured in a tiered manner with low-cost/high impact countermeasures recommended first. The countermeasures were broken into Tier 1, Tier 2 and Tier 3:

- Tier 1 – Countermeasures to be discussed with the City Traffic Commission and Rancho Dorado neighborhood as first order of implementation. The recommended countermeasures include the restriping of roadways to create visual narrowing of the roadway.
- Tier 2 – Countermeasures that could be considered after evaluating Tier 1 countermeasure effectiveness could include: parking lane with full centerline, horizontal deflection with striped center traffic island with lateral shift or horizontal deflection with raised center traffic island with lateral shift and along Island Drive, Class II buffered bicycle lane with partial centerline.
- Tier 3 – Countermeasures that were reviewed but not recommended include: chicanes or chokers, raised medians, traffic circles or intersection treatments, vertical deflections such as speed humps/tables/cushions, dynamic speed activated warning signs, road diets, and intersection corner extensions.

The proposed Tier 1 countermeasures were provided to the HOA and resident stakeholders. On October 6, 2021 City staff recommended installation of Tier 1 improvements at the regular meeting of Traffic Commission. The recommendations included:

1. Installation of edge line striping in the form of Class II Bicycle lands on White Sands Drive between San Marcos Boulevard and 650' North of Sun Valley Road to discourage speeding by narrowing vehicle travel lanes.
2. Installation of partial double yellow centerlines at intersections along the project study area to help motorists stay in lanes as they navigate through the community.
3. Installation of edge line striping to define parking lanes on White Sands Drive, Coast Avenue, and Island Drive in order to discourage speeding by narrowing the vehicle travel lanes.
4. Installation of new speed limit signs (25 MPH) on Coast Avenue between Summit Point Way and Island Drive to inform motorists of the residential 25 MPH zone.
5. Installation of new speed pavement markings (25 MPH) on Coast Avenue between Summit Point Way and Island Drive to inform motorists of the 25 MPH zone.
6. Recommend studying the effectiveness after one year of implementation and reporting the results.

At the October 6, 2021 Traffic Commission meeting Engineering staff was directed by Traffic Commission to collect new traffic data and include data prior to the Covid pandemic. Staff directed its contractor to conduct 7-day speed survey on Coast Avenue, Island Drive, and White Sands Drive from January 10, 2022 to January 16, 2022.

**DISCUSSION:**

On October 6, 2021 Engineering staff was directed by Traffic Commission to:

1. Collect additional traffic data within six (6) weeks of the commission meeting; and,
2. Include data prior to the COVID pandemic.

On January 10 through January 16, 2022 the City's data collection consultant collected additional traffic data as requested by the Traffic Commission. A comparison of the traffic data collection is summarized below:

		85 <sup>th</sup> Percentile Speed (mph)		
	Posted Speed (mph)	Jan. 10-16, 2022	July 7, 2020	July 7, 2020 March 23-29, 2021
Island Drive	25	38	37	
White Sands Ave.	25	35	34	
Coast Avenue	25	29		30

Based on the speed survey, the results are provided below:

- *Coast Avenue, between White Sands Drive and Summit Point Way:* This roadway section is a two-lane residential street, approximately ½ mile in length. The street provides access to single family homes. Typical street width on Coast Avenue measures 40 feet curb-to-curb. The slope of Coast Avenue ranges from about 0.5 to over 10 percent, with the steepest point located approximately 300 feet east of Summit Point Way.

The posted speed limit is 25 MPH, which meets the *prima facie* speed limit and residential density criteria per the California Vehicle Code (CVC). The 85th percentile speed was observed

to be 28.1 mph in the eastbound direction and 29.1 mph in the westbound direction. On an average, there were 25 vehicles in the eastbound direction and 50 vehicles in the westbound direction traveling at speeds higher than 35 mph.

- *Island Drive, between Coast Avenue and Crystal Cove Way:* This section is a two-lane residential street, approximately  $\frac{1}{4}$  mile in length. There is an existing contiguous sidewalk along the western side of the roadway and a decomposed granite pathway on the eastern side. Typical street width on Island Drive measures 40 feet curb-to-curb. There are no existing bicycle facilities along Island Drive. There is an existing on-street parking along both sides of the roadway. The vertical grade ranges from 1 to 20 percent, with the steepest point located approximately 150 feet south of Crystal Cove Way.

The posted speed limit is 25 MPH, which meets the *prima facie* speed limit and residential density criteria per the California Vehicle Code (CVC). The 85th percentile speed was observed to be 37.0 mph in the northbound direction and 38.4 mph in the southbound direction. On an average, there were 329 vehicles in the northbound direction and 360 vehicles in the southbound direction traveling at speeds higher than 35 mph. All of the residents have their own off-street parking. Absence of on-street parking results in less friction and encourages speeding along this road.

- *White Sands Drive, between Emerald Sea Way and Sun Valley Road:* This roadway section is a two-lane residential street running north to south, approximately 0.65 miles in length. The street provides access to single family homes. Typical street width on White Sands Drive is 40 feet apart from the segment between San Marcos Boulevard and Emerald Sea Way, where it narrows from 55 feet at San Marcos Boulevard to 40 feet at Emerald Sea Way. There are two bulb outs with raised medians located at the southern terminus of the 6-foot raised median and at the trail crossing north of Sea Island Place. The road profile grade or slope of White Sands Drive ranges from 8 to 11 percent.

The posted speed limit is 25 MPH, which meets the *prima facie* speed limit and residential density criteria per the California Vehicle Code (CVC). The 85th percentile speed was observed to be 34.6 mph in the northbound direction and 35.3 mph in the southbound direction. On an average, there were 339 vehicles in the northbound direction and 342 vehicles in the southbound direction traveling at speeds higher than 35 mph.

The City also investigated its records for speed surveys performed in the study area prior to the onset of the COVID-19 pandemic and does not have any speed surveys prior to the COVID-19 pandemic.

**RECOMMENDATIONS:**

Based on the findings of this study, no significant variations in speeds were observed between the data collected in 2021 and in 2022. Based on the data the study area would still be recommended for traffic calming countermeasures. Engineering staff recommends that the Traffic Commission implement the original staff recommendations indicated in the October 6, 2021 meeting and incorporate the additional recommendation from the February 6, 2022 analysis (items 6 & 7). Recommendations are summarized below:

1. Installation of edge line striping in the form of Class II Bicycle lands on White Sands Drive between San Marcos Boulevard and 650' North of Sun Valley Road to discourage speeding by narrowing vehicle travel lanes.
2. Installation of partial double yellow centerlines at intersections along the project study area to help motorists stay in lanes as they navigate through the community.
3. Installation of edge line striping to define parking lanes on White Sands Drive, Coast Avenue, and Island Drive in order to discourage speeding by narrowing the vehicle travel lanes.
4. Installation of new speed limit signs (25 MPH) on Coast Avenue between Summit Point Way and Island Drive to inform motorists of the residential 25 MPH zone.
5. Installation of new speed pavement markings (25 MPH) on Coast Avenue between Summit Point Way and Island Drive to inform motorists of the 25 MPH zone.
6. Install radar feedback signage and operate them at interim periods to improve their long-term effectiveness.
7. Continue to work with the Sheriff department to increase enforcement.
8. Recommend studying the effectiveness after one year of implementation and reporting the results.

The recommended order of implementation is: (1) Coast Avenue, (2) Island Drive, and (3) White Sands Drive.



**City of San Marcos**  
1 Civic Center Drive  
San Marcos, CA 92069

**Traffic Data/Roadway Information:**

**Speed Limit:**

Prima Facie (25 MPH), posted.

**Accident History (last 5 years):**

White Sands Drive & Sun Valley Road – Rear End with Parked Motor Vehicle (December 2017)

San Marcos Boulevard & White Sands Drive – Broadside Collision (August 2018)

White Sands Drive & Emerald Sea Way – Non-Collision Motorcycle Crash (July 2020)

**Attachment(s)**

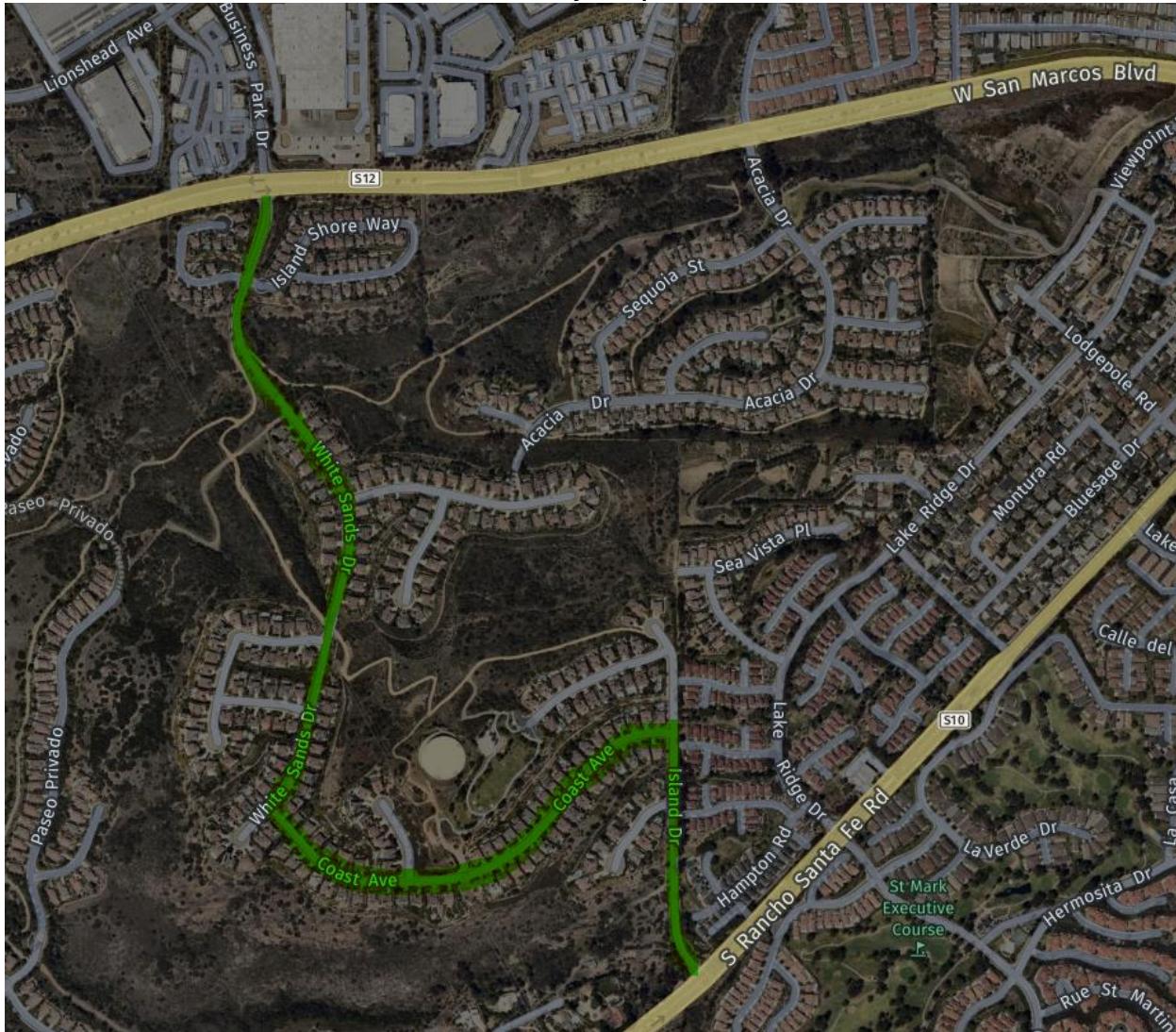
Vicinity Map

Proposed Traffic Signing and Striping Improvements Exhibit

Traffic Volume and Speed Data Sheet

October 6, 2021 Traffic Commission Staff Report

## Vicinity Map



Proposed Traffic Signing and Striping Improvements Exhibits

# SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

**City of San Marcos**  
1 Civic Center Drive  
San Marcos, CA 92069



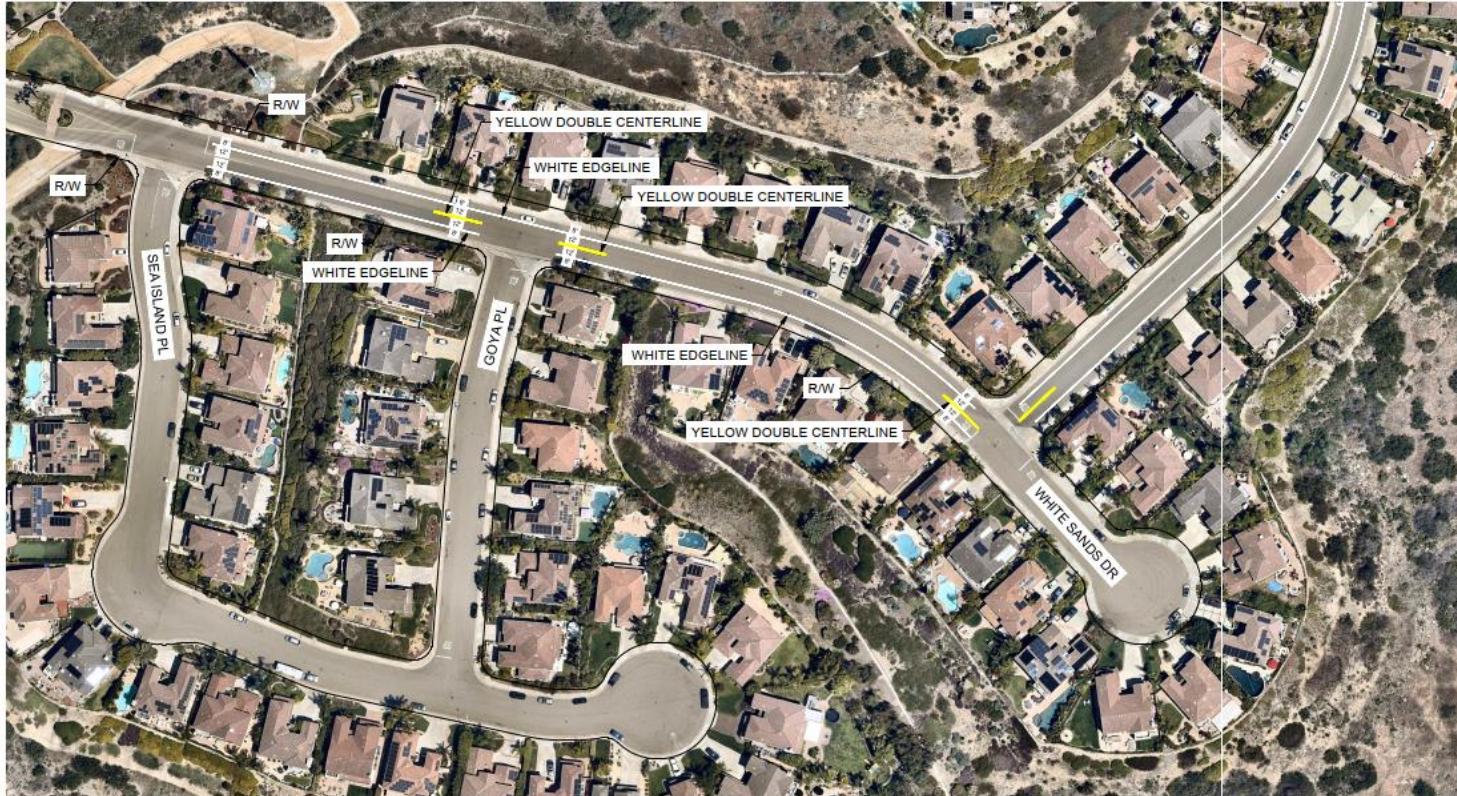
RANCHO DORADO TRAFFIC CALMING  
WHITE SANDS DRIVE - TIER 1 - CLASS II BICYCLE LANE

7/8/2021  
Sheet 1 of 6



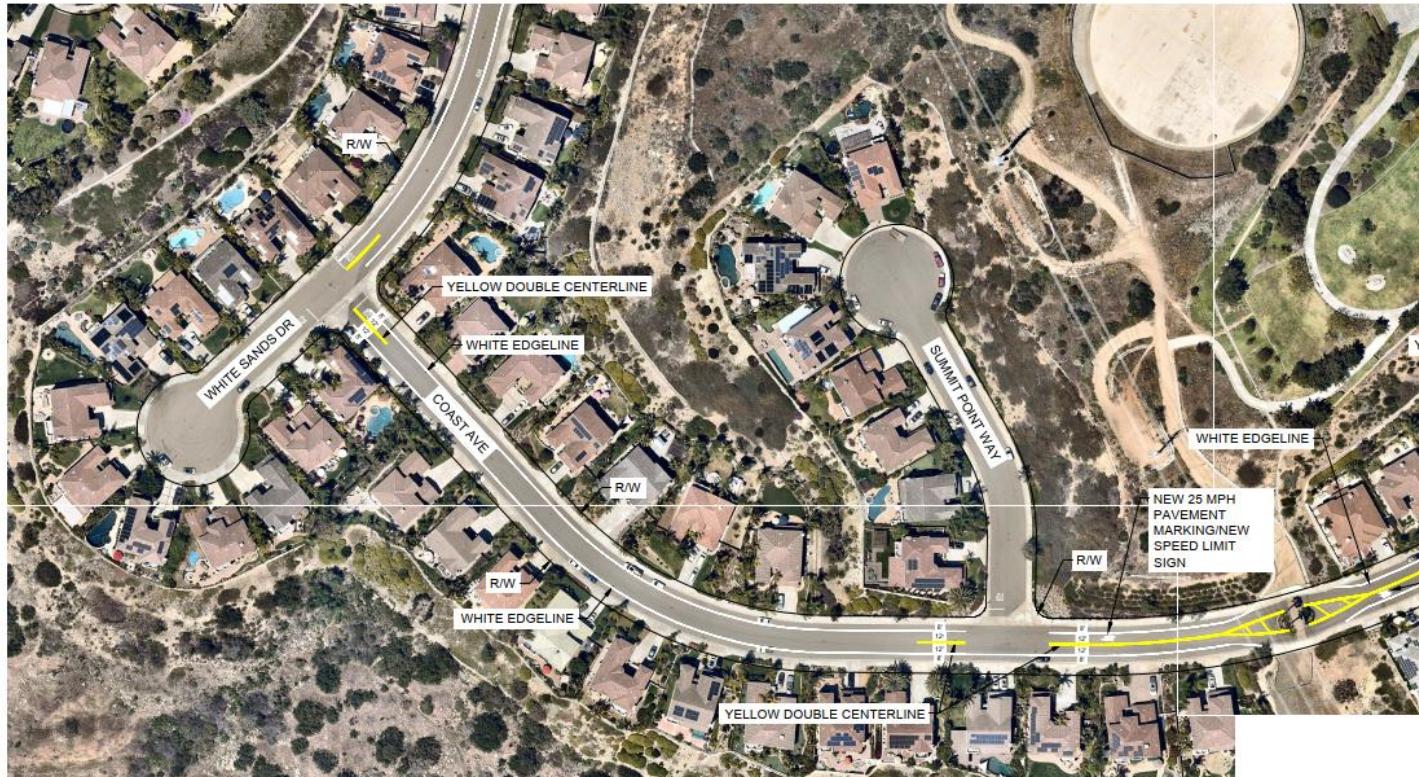
RANCHO DORADO TRAFFIC CALMING  
WHITE SANDS DRIVE - TIER 1 - PARKING LANE WITH PARTIAL CENTERLINE

7/8/2021  
Sheet 2 of 6



**RANCHO DORADO TRAFFIC CALMING**  
WHITE SANDS DRIVE - TIER 1 - PARKING LANE WITH PARTIAL CENTERLINE

7/8/2021  
Sheet 3 of 6



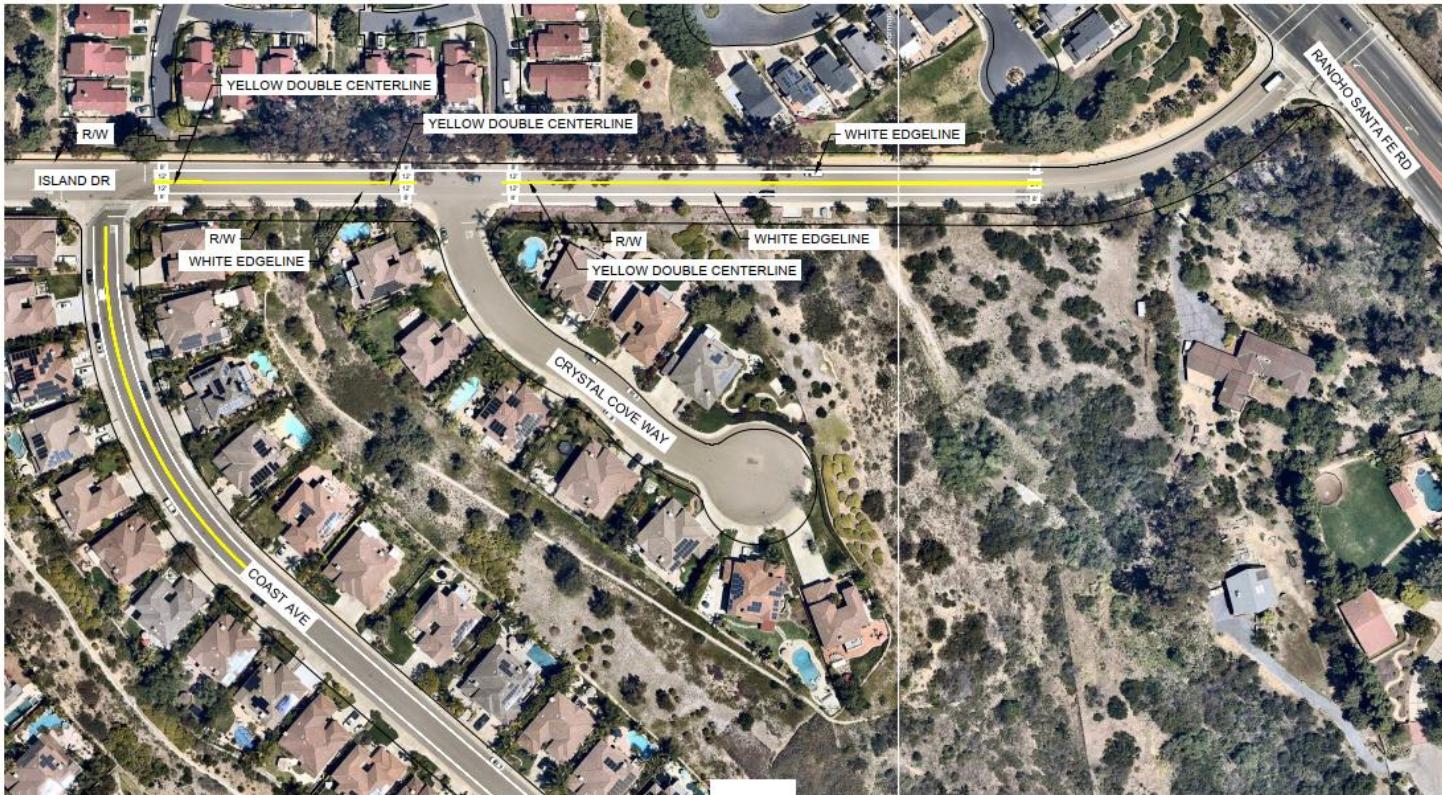
**RANCHO DORADO TRAFFIC CALMING**  
COAST AVENUE - TIER 1 - PARKING LANE WITH PARTIAL CENTERLINE

7/8/2021  
Sheet 4 of 6





**City of San Marcos**  
1 Civic Center Drive  
San Marcos, CA 92069



## RANCHO DORADO TRAFFIC CALMING

7/8/2021  
Sheet 6 of 6

## Traffic Volume and Speed Data Sheets



# CITY OF SAN MARCOS

## CITIZEN REQUEST EVALUATION

Project Location and Context		
Project Location/Address	Coast Avenue, Island Drive, White Sands Drive	
Project Type	Traffic	
Study Location	Coast Avenue: White Sands Drive – Summit Point Way Island Drive: Coast Avenue – Crystal Cove Way White Sands Drive: Emerald Sea Way – Sun Valley Road	
Project Description		
Residents raised concerns regarding speeding along these residential streets.		
Analysis		
Speed surveys were conducted for the three roadway segments above. Summary of the results is provided below.		
<ul style="list-style-type: none"><li>• <i>Coast Avenue</i>: The 85<sup>th</sup> percentile speed is 28.1 mph in the eastbound direction and 29.1 mph in the westbound direction. On average, there were 25 vehicles in the eastbound direction and 50 vehicles in the westbound direction traveling at speeds higher than 35 mph. Single family residential surrounds this roadway. All of the residents have their own off-street parking. Lack of on-street parking results in less friction and encourages speeding along this road.</li><li>• <i>Island Drive</i>: The 85<sup>th</sup> percentile speed is 37.0 mph in the northbound direction and 38.4 mph in the southbound direction. On average, there were 329 vehicles in the northbound direction and 360 vehicles in the southbound direction traveling at speeds higher than 35 mph. Single-family residential surrounds this roadway. All of the residents have their own off-street parking. Lack of on-street parking results in less friction and encourages speeding along this road.</li><li>• <i>White Sands Drive</i>: The 85<sup>th</sup> percentile speed is 34.6 mph in the northbound direction and 35.3 mph in the southbound direction. On an average, there were 339 vehicles in the northbound direction and 342 vehicles in the southbound direction traveling at speeds higher than 35 mph.</li></ul>		
Submittal		
Conclusion	<p><b>Short term:</b> Consider mobile speed feedback sign and increase enforcement to reduce speeding along all of the roadways listed above.</p> <p><b>Near-term:</b> Consider permanent speed feedback sign to reduce speeding along with an increase in enforcement.</p> <p><b>Long-term:</b> Consider road diets and other traffic calming treatments such as speed humps, traffic circle, speed cushions.</p> <p><b>Implementation Order:</b> Coast Avenue, Island Drive, White Sands Drive.</p>	 A circular official seal for a registered professional engineer. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER", "PHUONG H. NGUYEN, PE", "TR 1260", and "STATE OF CALIFORNIA". The inner circle contains a signature of the engineer's name and the date "03/31/2022".
Registered Traffic/Civil Engineer Name	Phuong Nguyen, PE	
Company	CR Associates	
Date	02/06/2022	



# CITY OF SAN MARCOS

## CITIZEN REQUEST EVALUATION

### Speed Survey Summary

Location

Coast Ave: White Sands Drive - Summit Point Way

Date (From - To)

1/10/2022 1/16/2022

Posted Speed Limit (mpg)

25.0

	Average Daily Traffic			Speed (mph)							
				Average		85th Percentile		95th Percentile		Veh @ 35+ mph	
	EB/NB	WB/SB	Total	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
Day 1	387	412	799	23	24	28	29	29	32	16	45
Day 2	424	416	840	24	26	29	30	32	33	40	68
Day 3	440	425	865	24	25	28	29	31	33	35	57
Day 4	434	390	824	24	25	28	29	32	33	34	55
Day 5	437	451	888	23	25	28	29	30	33	25	57
Day 6	318	318	636	23	24	28	29	29	32	13	25
Day 7	303	298	601	23	25	28	29	29	33	12	40
Average	392	387	779	23.4	24.9	28.1	29.1	30.3	32.7	25	50
Average without Outlier	376	374	750	23.2	24.6	28.0	29.0	29.8	32.6	20	44



# CITY OF SAN MARCOS

## CITIZEN REQUEST EVALUATION

### Speed Survey Summary

Location

Island Drive: Coast Avenue - Crystal Cove Way

Date (From - To)

1/10/2022 1/16/2022

Posted Speed Limit (mpg)

25.0

	Average Daily Traffic			Speed (mph)							
				Average		85th Percentile		95th Percentile		Veh @ 35+ mph	
	EB/NB	WB/SB	Total	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
Day 1	547	527	1,074	30	32	36	38	39	42	285	348
Day 2	561	561	1,122	32	33	37	39	39	43	357	416
Day 3	582	589	1,171	32	33	37	38	40	42	388	421
Day 4	546	586	1,132	32	33	37	38	41	42	346	388
Day 5	598	580	1,178	32	33	37	39	40	43	399	409
Day 6	403	390	793	32	33	37	39	40	43	254	253
Day 7	410	435	845	33	33	38	38	42	42	276	286
Average	521	524	1,045	31.9	32.9	37.0	38.4	40.1	42.4	329	360
Average without Outlier	501	504	1,005	31.8	32.8	37.0	38.4	40.4	42.4	312	337



# CITY OF SAN MARCOS

## CITIZEN REQUEST EVALUATION

### Speed Survey Summary

Location

White Sands Drive: Emerald Sea Way - Sun Valley Road

Date (From - To)

1/10/2022 1/16/2022

Posted Speed Limit (mpg)

25.0

	Average Daily Traffic			Speed (mph)							
				Average		85th Percentile		95th Percentile		Veh @ 35+ mph	
	EB/NB	WB/SB	Total	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
Day 1	672	648	1,320	29	30	33	35	37	39	261	329
Day 2	739	750	1,489	29	30	33	35	37	39	292	386
Day 3	744	744	1,488	29	29	34	35	38	39	341	352
Day 4	746	784	1,530	30	30	36	34	39	38	418	379
Day 5	760	726	1,486	31	30	36	36	39	39	463	359
Day 6	571	562	1,133	31	31	35	36	39	39	321	322
Day 7	507	515	1,022	30	30	35	36	39	39	277	267
<b>Average</b>	<b>677</b>	<b>676</b>	<b>1,353</b>	<b>29.9</b>	<b>30.0</b>	<b>34.6</b>	<b>35.3</b>	<b>38.3</b>	<b>38.9</b>	<b>339</b>	<b>342</b>
<b>Average without Outlier</b>	<b>651</b>	<b>647</b>	<b>1,298</b>	<b>30.2</b>	<b>30.2</b>	<b>35.0</b>	<b>35.4</b>	<b>38.6</b>	<b>38.8</b>	<b>348</b>	<b>331</b>